

0111

JK Incoming
C/O 25/0005

From: Priscilla Burton
To: OGMCOAL
Date: 6/17/2008 12:59 PM
Subject: Fwd: County Road 136
Place: OGMCOAL
Attachments: County Road 136

The attached email was the source of temporary road re-alignment plan and profile diagrams that were presented at the Coal Hollow Mine Informal Conference June 16, 2008 in Alton.

From: "Chris McCourt" <CMcCourt@altoncoal.com>
To: "Priscilla Burton" <priscillaburton@utah.gov>
CC: "Daron Haddock" <daronhaddock@utah.gov>
Date: 6/12/2008 9:06 AM
Subject: County Road 136
Attachments: County Road 136 Reestablishment Options.pdf; ROW Appendix 1 04-09-08.pdf; ROW Plan of Development 04-09-08.pdf

Priscilla,

Attached are the drawings and the submittal we made to the BLM for the EA. Kane County had notified me recently that they have changed the road name from 136 to K3900. It is still shown on most maps as 136 and that is the nomenclature we have been using up to this point so I have not changed it in these documents. I never thought a road name would get this complicated; there are currently three names: State Road 136, County Road 136 and County Road K3900. For our agreement with Kane County they have requested I use K3900.

We actually have three options for reestablishing the road for Kane County to the approximate original location:

- 1) Option B in Drawing: We are successful with acquiring the LBA and our swell factor for the overburden is accurate. In this case, the attached drawing shows how we would route the road on private property around the spoil pile that will be reclaimed. The route shown in the drawing is superimposed on to Drawing 5-35 which is the preferred post mining topography. The topography would generally remain the same as the profile of the road displays in this drawing.
- 2) Option A in Drawing: We are successful with acquiring the LBA but our swell is less than anticipated. We have chosen a conservative swell factor since this number will not be exactly known until we have experience mining the area. This may be high and in that case the spoil pile would be smaller and we could potentially elevate the road over the pile while maintaining the original alignment.
- 3) Option A in Drawing: We are not successful with acquiring the LBA and in this case the road would be put back in the original alignment and Drawing 5-37 would then apply for the post mining topography. Again the topography would generally remain the same but the road would be added.

I also tried the BLM notification board and could not get it to work on my computer. I will check to see if they are having problems. I spoke with Hugh Wolfe the Realty Specialist at BLM this morning and verified that the scoping period for the EA started May 22 and will finish June 22. The EA document will be completed following the scoping period but no firm date has been established yet. Hugh's number is (435) 644-4608 if you would like to speak to him directly. SWCA is preparing the EA

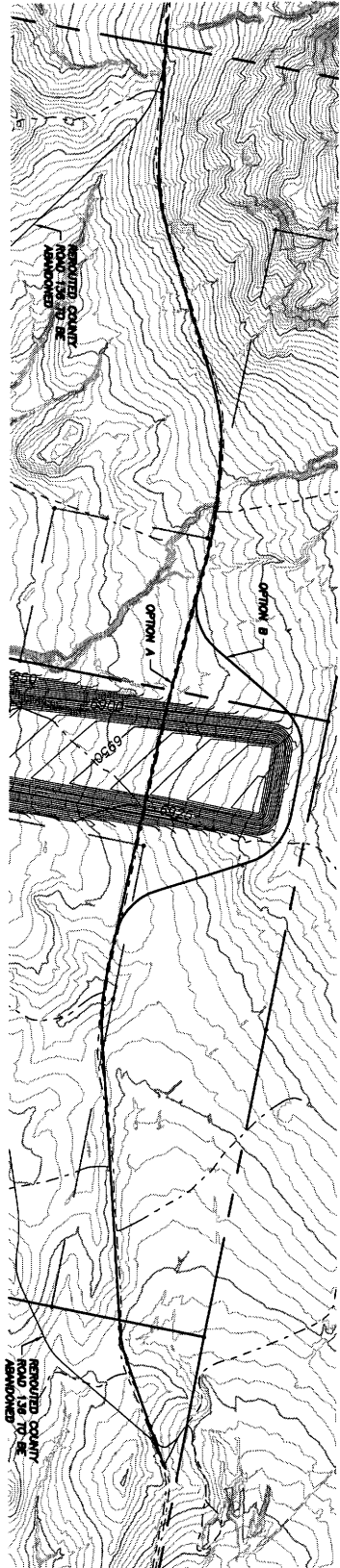
for the BLM and the contact at their offices is Elisha Wardle at (801) 322-4307.

Let me know if you need anything else.

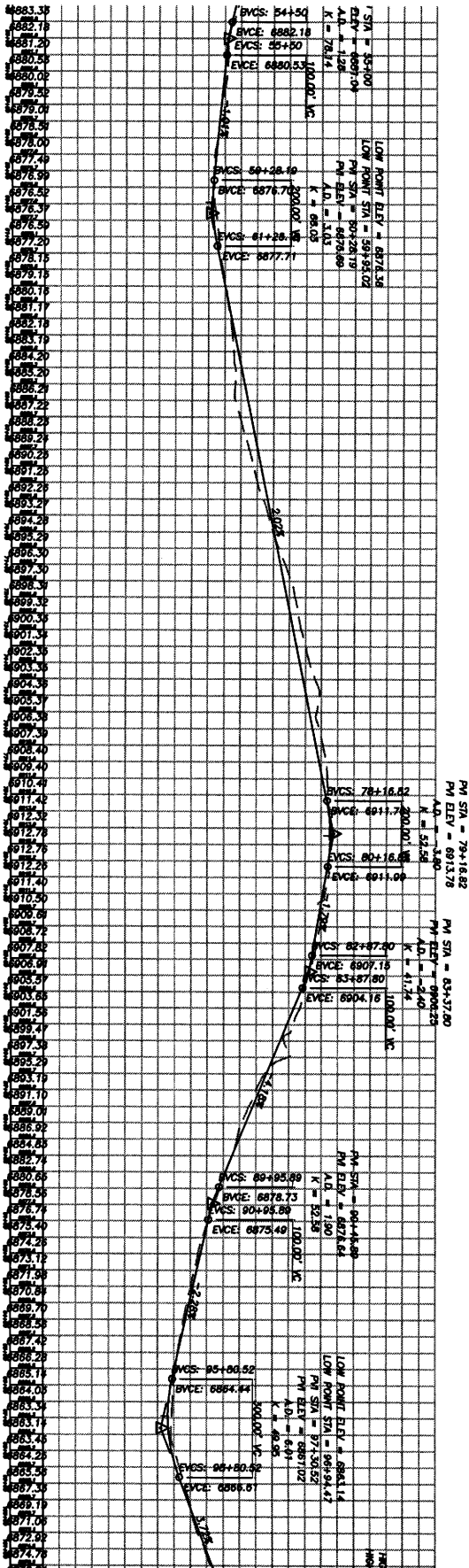
Thanks,

Chris

COUNTY ROAD 136 REESTABLISHMENT FOR ALTON COAL DEVELOPMENT



PLAN VIEW
SCALE 1"=1500'



OPTION B PROFILE
HORIZONTAL SCALE 1"=500'
VERTICAL SCALE 1"=50'

PROJECT NO. 8071011	DRAWN BY: SLB
DATE 4/18/08	DESIGNED BY: SLB
SHEET NO. 1 OF 1	CHECKED BY: WES

ROAD REESTABLISHMENT
OPTIONS A & B
FOR
ALTON COAL DEVELOPMENT
COUNTY ROAD 136
ALTON, UT

BOSS ENGINEERING & SURVEYING
1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062, (801) 763-8467 FAX (801) 763-8472

REVISIONS			
NO	DESCRIPTION	DATE	BY

A map of the Town of Acton showing the proposed temporary realignment of Highway 89. The map includes labels for 'TOWN OF ACTON', 'PROPOSED TEMPORARY REALIGNMENT', 'EXISTING HIGHWAY 89', and 'EXISTING COUNTY ROAD 155'. A north arrow is located in the upper right corner.

A map of the Town of Alton, Illinois, showing the location of the Project Area. The map includes a north arrow and a scale bar indicating 0 to 1 mile. The Project Area is circled and contains a small building icon. The town boundary is shown with a dashed line, and the project area is a small rectangular area within the town.

TOWNSHIP 39 SOUTH,
RANGE 5 WEST

TOWNSHIP 39 SOUTH,
RANGE 5 WEST

SECTION 25

SECTION 24

SECTION 19

SECTION 30

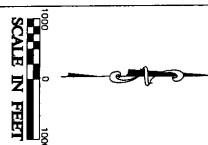
SECTION 31

PROPOSED TEMPORARY
REALIGNMENT

EXISTING COUNTY
ROAD 136

PLAN VIEW
SCALE: 1"=1000'

SCALE: 1"=1000'



SHEET INDEX	
CVR	COVER SHEET
IDX	PLAN AND PROFILE INDEX
P01	PLAN AND PROFILE STA 8+00 THRU 35+50
P02	PLAN AND PROFILE STA 35+50 THRU 63+50
P03	PLAN AND PROFILE STA 63+50 THRU 91+50
P04	PLAN AND PROFILE STA 91+50 THRU 119+50
P05	PLAN AND PROFILE STA 119+50 THRU 147+50
P06	PLAN AND PROFILE STA 147+00 THRU END
DT	DETAILS

ENGINEER	COMPANY: BOSS ENGINEERING & SURVEYING, LLC
ADDRESS:	1909 N. STATE ST., SUITE 200 PLEASANT GROVE, UT 84062
CONTACT:	WILL SPRIZZENGREN
TELEPHONE:	(801) 783-9467
DEVELOPER	
COMPANY: ALTON COWI DEVELOPMENT, LLC	
ADDRESS:	450 N. 100 W. SUITE 1 CEDAR CITY, UT 84703
CONTACT:	CHRIS MCCOY
TELEPHONE:	(435) 869-4331

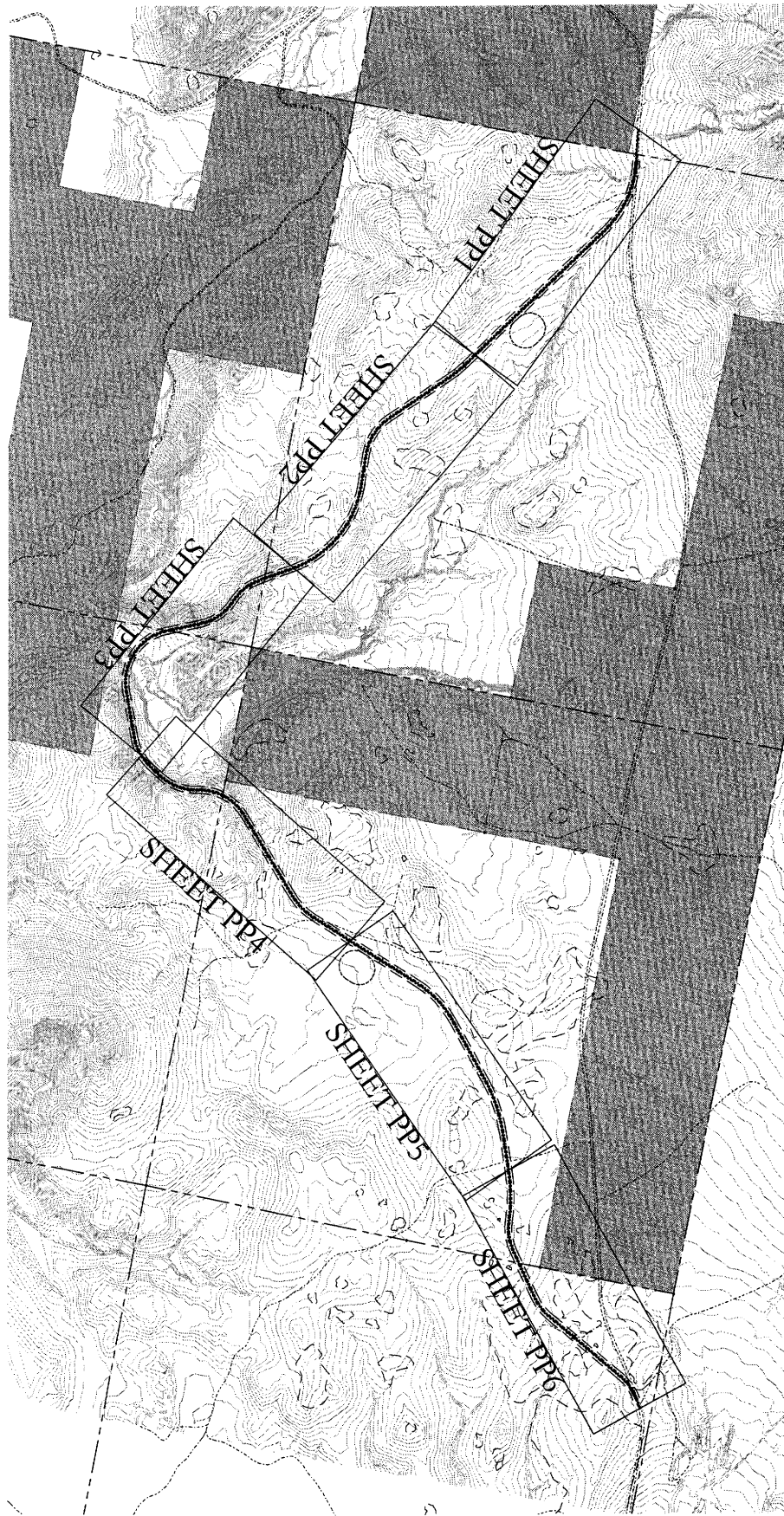
COVER SHEET
FOR
ALTON COAL DEVELOPMENT
COUNTY ROAD REALIGNMENT
ALTON, UT

BOSS ENGINEERING & SURVEYING
1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062, (801) 763-8467 FAX (801) 763-8472

REVISIONS			
NO	DESCRIPTION	DATE	BY

PROJECT NO: 8071011	DRAWN BY: SLB
DATE: 2/29/08	DESIGNED BY: TWO
SHEET NO.: CVR	CHECKED BY: WLS

PLAN AND PROFILE INDEX



LEGEND

	TOWN SECTION CORNER		PROPOSED GRAVEL ROAD
	PROPERTY BOUNDARY		PROPOSED ROAD CENTERLINE
	SECTION LINE		PROPOSED 50% WET AREA
	EXISTING 100' WIDE RIGHT-OF-WAY		PROPOSED 50% WET AREA
	PROPOSED 100' WIDE RIGHT-OF-WAY		PROPOSED 50% WET AREA
	PROPOSED 100' WIDE RIGHT-OF-WAY		PROPOSED 50% WET AREA

PROJECT NO.
8071011

DATE
2/29/08

SHEET NO.
IDX

DRAWN BY
SLB

DESIGNED BY
TWO

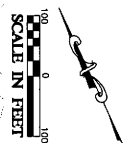
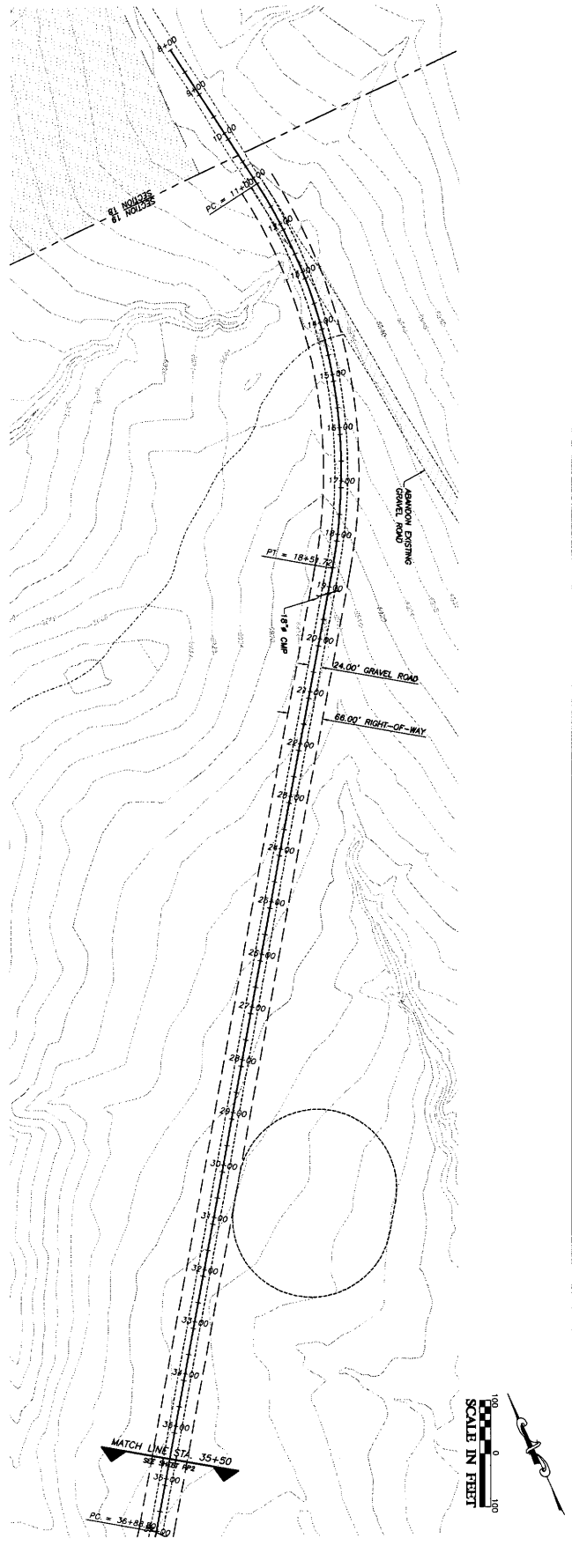
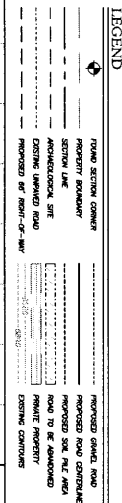
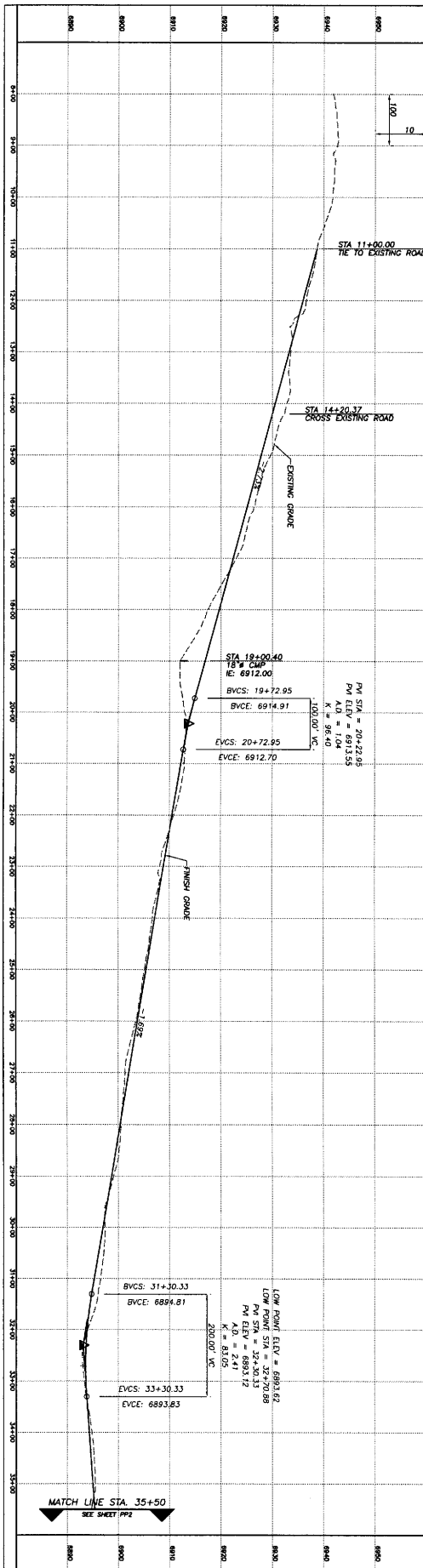
CHECKED BY
WES

PLAN AND PROFILE INDEX
FOR
ALTON COAL DEVELOPMENT
COUNTY ROAD REALIGNMENT
ALTON, UT

BOSS ENGINEERING & SURVEYING

1009 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062 (801) 763-8467 FAX (801) 763-8472

REVISIONS			
NO	DESCRIPTION	DATE	BY



PROJECT NO:
8071011

DRAWN BY:
SLB

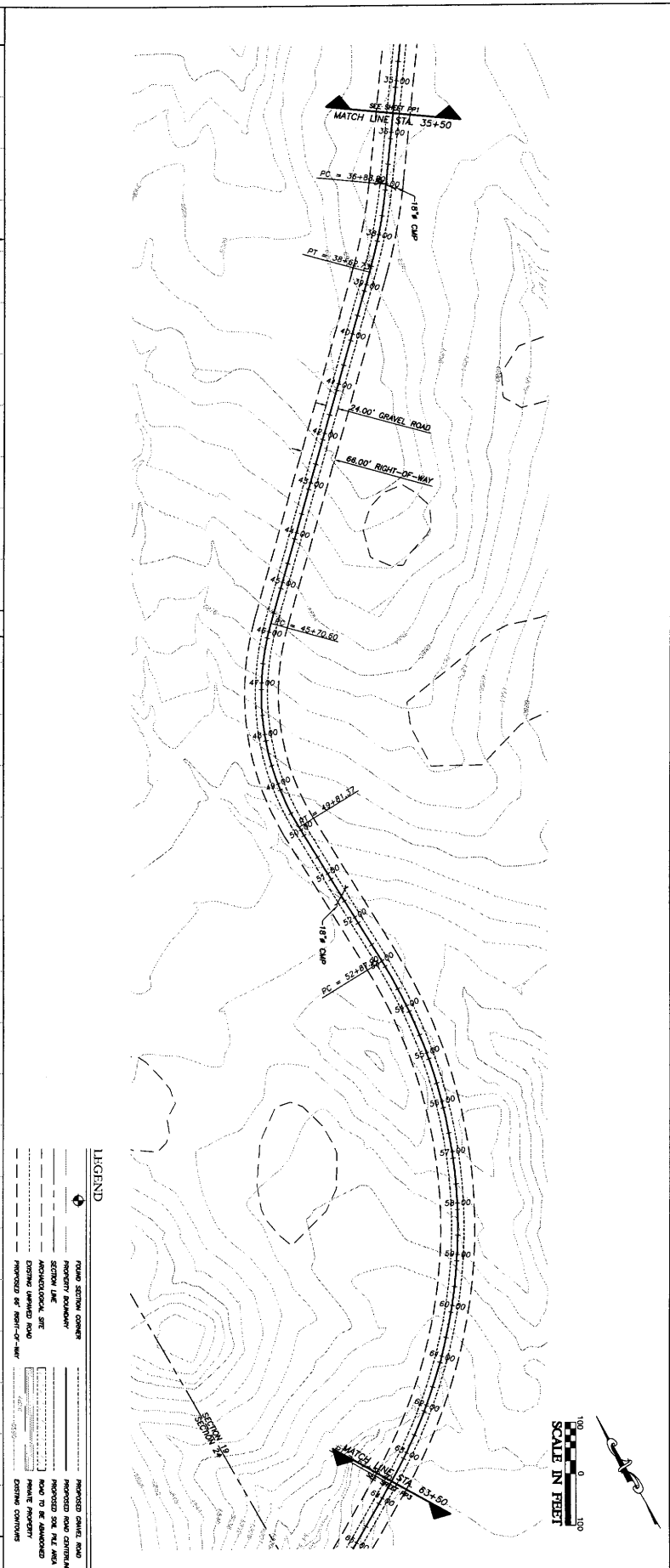
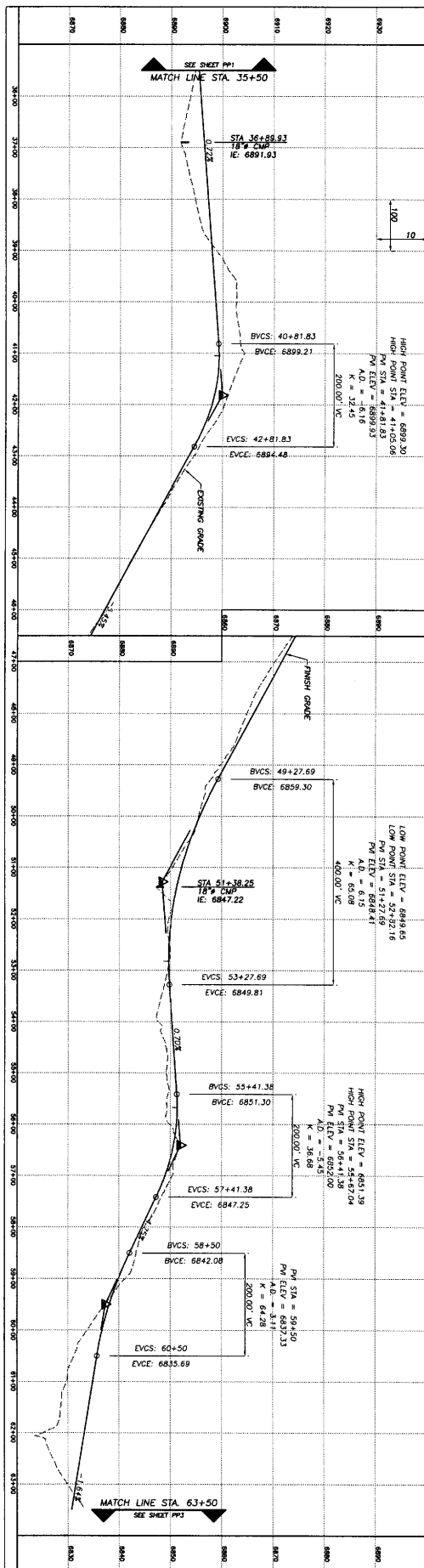
DESIGNED BY:
TWO

CHECKED BY:
WES

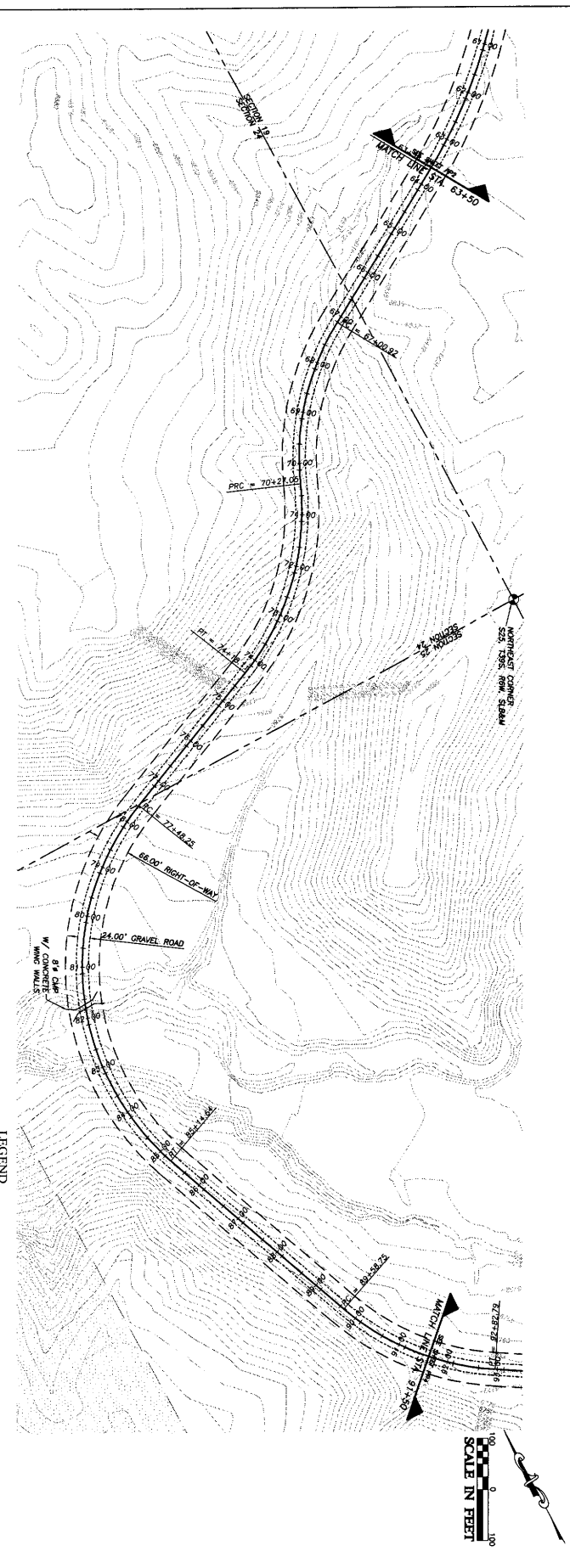
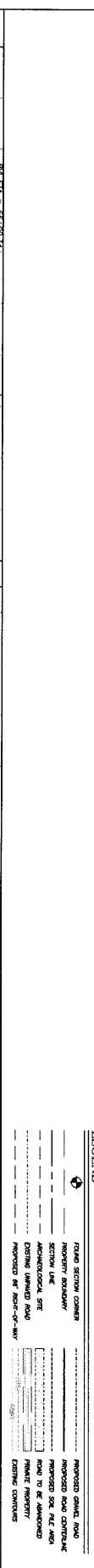
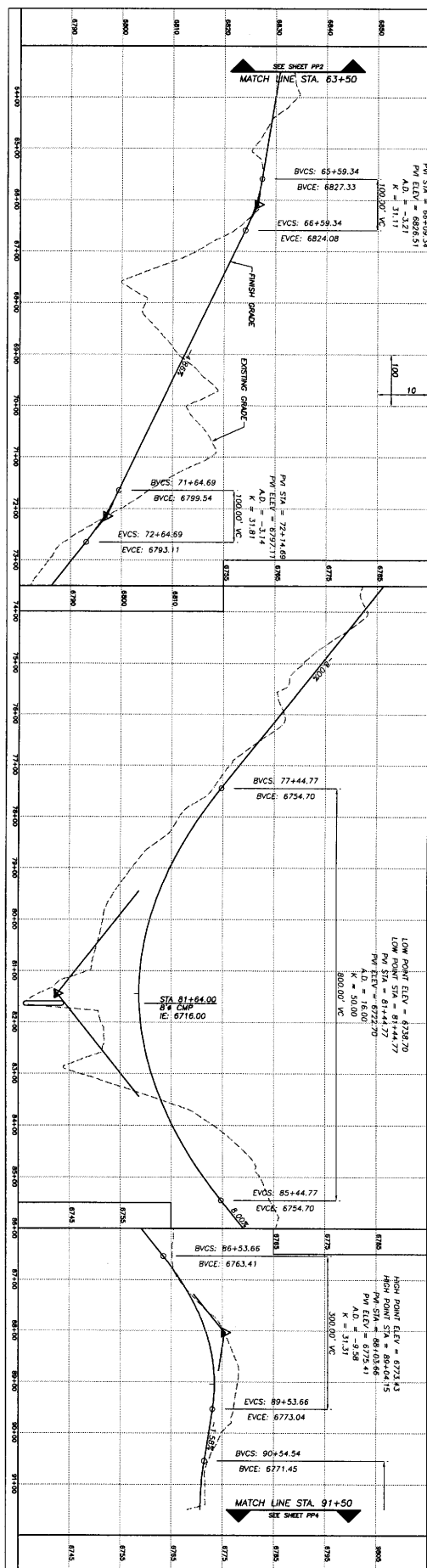
STA 8+00 - 35+50
PLAN AND PROFILE
FOR
ALTON COAL DEVELOPMENT
COUNTY ROAD REALIGNMENT
ALTON, UT

BOSS ENGINEERING & SURVEYING
1900 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062, (801) 763-4467 FAX (801) 763-8472

REVISIONS			
NO	DESCRIPTION	DATE	BY



PROJECT NO. 8071011	DRAWN BY SLB	STA 35+50 - 63+50 PLAN AND PROFILE FOR ALTON COAL DEVELOPMENT COUNTY ROAD REALIGNMENT ALTON, UT	BOSS ENGINEERING & SURVEYING 1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062 (801) 763-5467 FAX (801) 763-8472	REVISIONS			
DATE 3/18/08	DESIGNED BY TWC			NO.	DESCRIPTION	DATE	BY
SHEET NO. PP2	CHECKED BY WES						



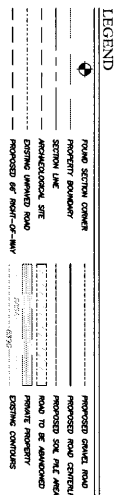
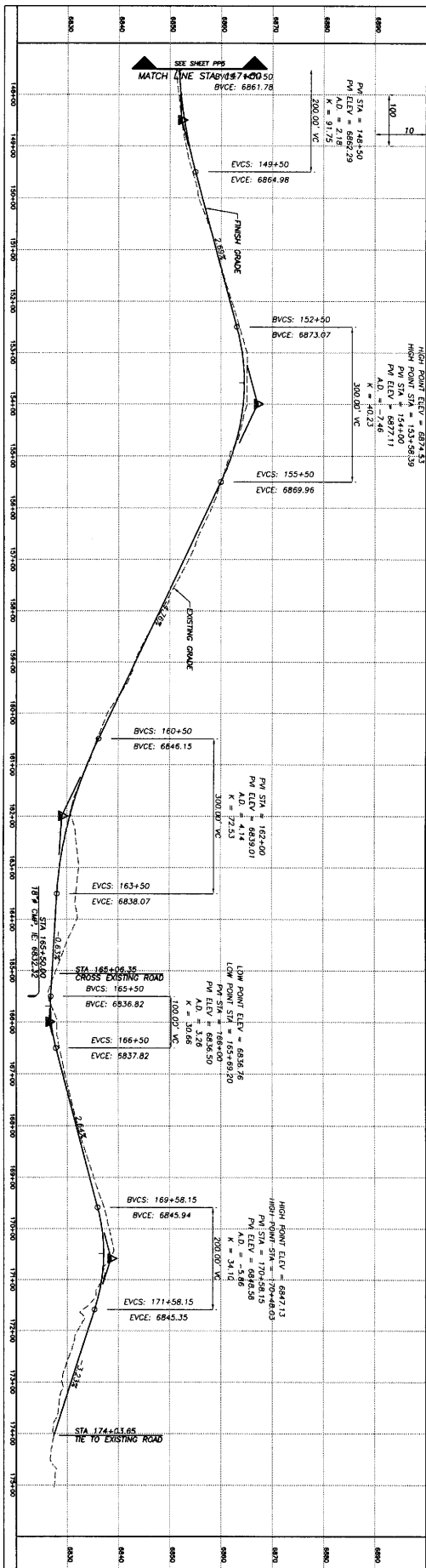
PROJECT NO:	8071011	DRAWN BY:	SLB
DATE:	3/18/08	DESIGNED BY:	TWO
SHEET NO:	PP3	CHECKED BY:	WES

REVISIONS			
NO	DESCRIPTION	DATE	BY

BOSS ENGINEERING & SURVEYING

1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062 (801) 763-4467 FAX (801) 763-8472

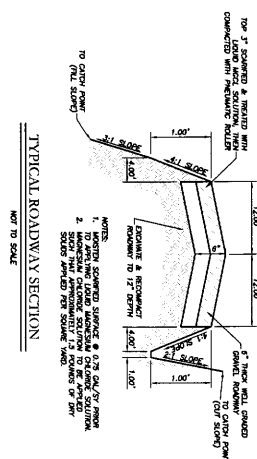
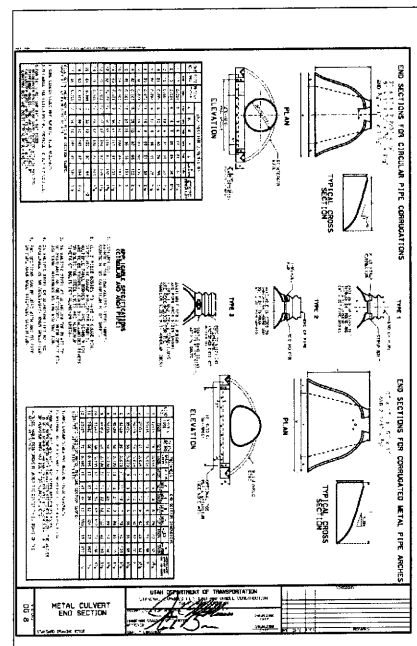
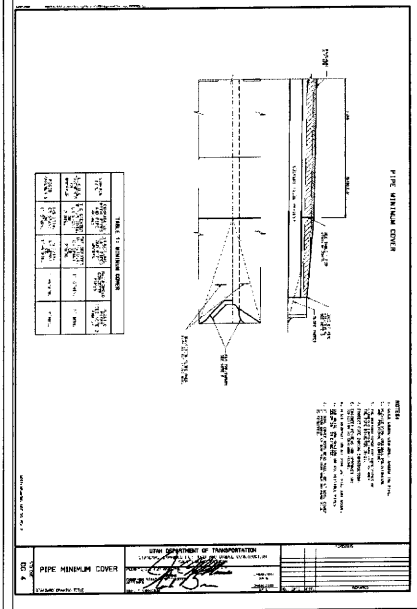
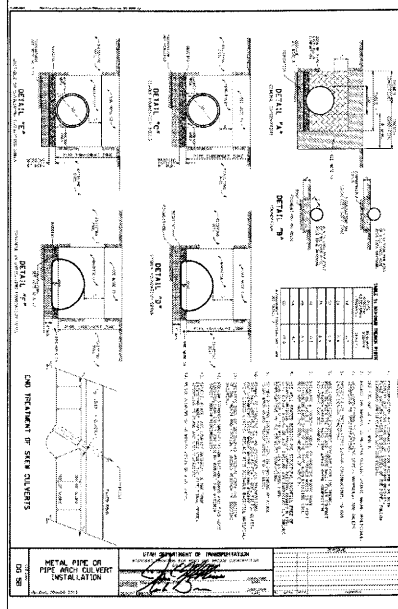
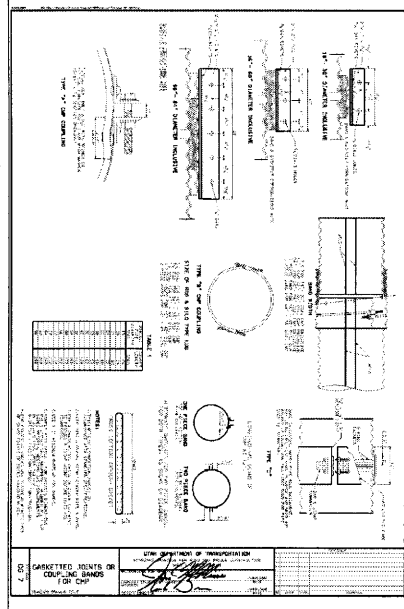
STA 63+50 - 91+50
PLAN AND PROFILE
FOR
ALTON COAL DEVELOPMENT
COUNTY ROAD REALIGNMENT
ALTON, UT



STA 147+50 - END PLAN AND PROFILE FOR ALTON COAL DEVELOPMENT COUNTY ROAD REALIGNMENT ALTON, UT

1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062, (801) 763-8467 FAX (801) 763-8472

REVISIONS			
NO	DESCRIPTION	DATE	BY



PROJECT NO: 8071011	DRAWN BY: SLB
DATE: 3/18/08	DESIGNED BY: TWO
SHEET NO.: D1	CHECKED BY: WTS

DETAILS
FOR
ALTON COAL DEVELOPMENT
COUNTY ROAD REALIGNMENT
ALTON, UT

BOSS ENGINEERING & SURVEYING
1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062, (801) 763-8467 FAX (801) 763-8472

REVISIONS			
NO	DESCRIPTION	DATE	BY

COUNTY ROAD 136 REROUTE

ALTON, UTAH

PLAN OF DEVELOPMENT

Location:

County Road 136
Alton, Utah

For:

Alton Coal Development, LLC
463 N 100 W, Suite 1
Cedar City, UT 84720

By:

Boss Engineering & Surveying, LLC
1909 W. State Road, Suite 200
Pleasant Grove, UT 84062

April 09, 2008

Table of Contents

1. Introduction	1
2. Purpose	1
3. DESIGN CRITERIA	1
4. CONSTRUCTION OF ROW FACILITY	3
4.1 Flagging & Staking of ROW	3
4.2 Clearing and Grading of the ROW	5
4.3 Earthwork	5
4.4 Stabilization, Rehabilitation & Revegetation	5
5. OPERATION AND MAINTENANCE OF THE FACILITY	5
6. TERMINATION AND ABANDONMENT	6
7. MISCELANIOUS INFORMATION	6
7.1 Waste Disposal	6
7.2 Safety Plan	7
7.3 Fire Prevention Plan	7
7.4 Temporary Use Permit (TUP)	7

FIGURES

Figure 1	2
Figure 2	4

APPENDICES

Appendix A

Plan & Profile Sheets
Detail Sheets

ROW PLAN OF DEVELOPMENT

1. INTRODUCTION

This ROW Plan of Development proposes to relocate the existing County Road 136 to accommodate active mining in the Private Land areas. County Road 136 is a public roadway used by both travelers and local residence in the area. (See Figure 1)

Measures identified in this Plan apply to work within the project area defined as the right-of-way (ROW), access roads, all work and storage areas, and other areas used during construction of the project. This Plan was developed in consideration of the U.S. Bureau of Land Management (BLM) ROW Plans of Development and Grants.

The ROW Plan (Plan) identifies measures to be taken by Alton Coal Development, LLC (Alton Coal) and its contractors (Contractor) to ensure strict conformance to BLM regulations and sound engineering design.

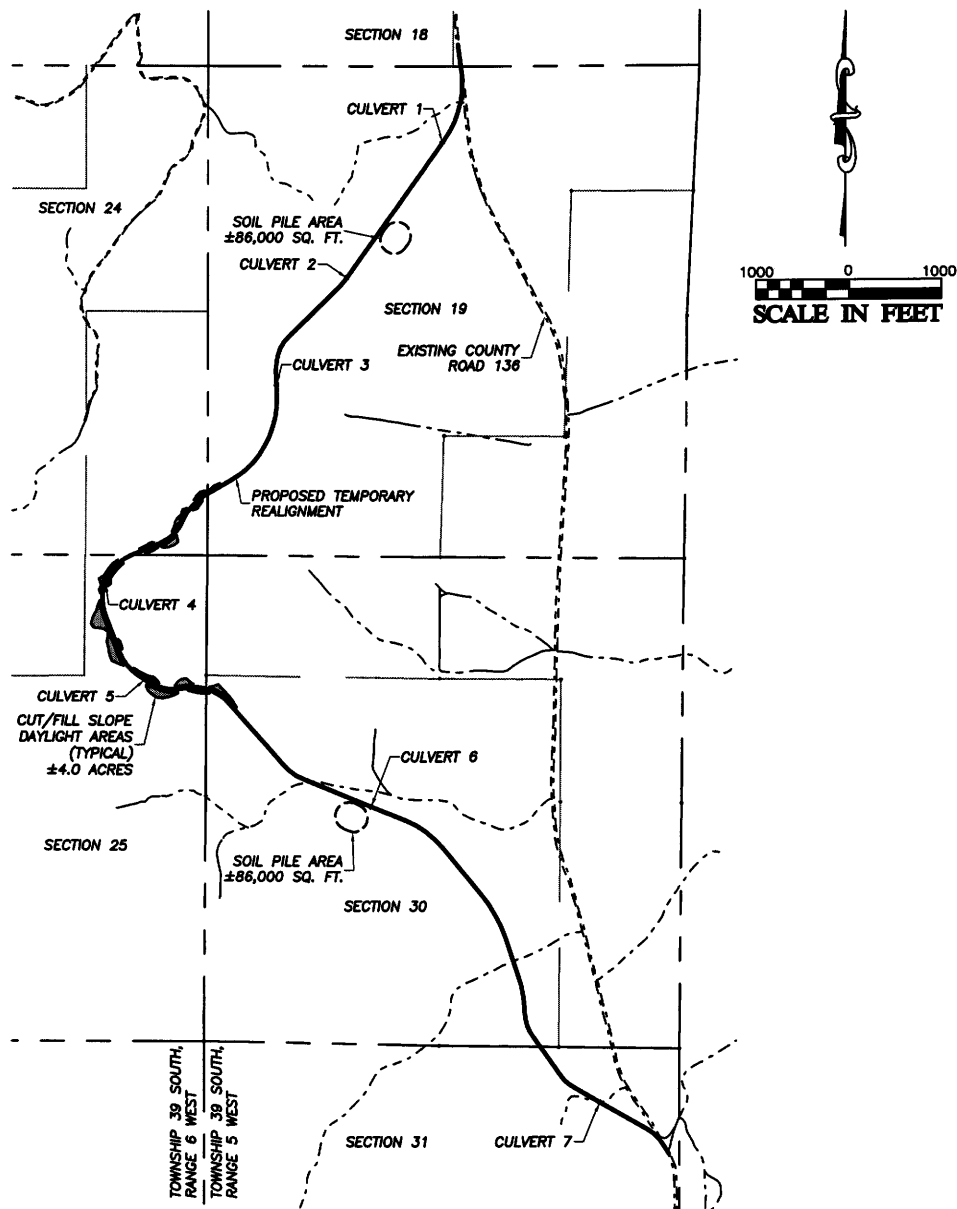
2. PURPOSE

Alton Coal Development, LLC proposes to mine coal in the area. The Private land that is leased by Alton Coal Development, LLC will be the active mining area. This road relocation moves County Road 136 outside of the active mining area to the west onto Public land that will not be immediately permitted for mining. This relocation provides for the health and safety of the public by preventing the interaction of large mining equipment with public traffic. It also provides for maximum recovery of the coal resource by eliminating the need for a public road within the boundary of the proposed mining area. Relocation of this road within the mining boundary would result in a coal loss of approximately 600,000 tons and it would be necessary to have a crossing of public traffic with the mine equipment. Based on the size of the mine equipment, there is a limited observation range for the operators and interaction between the public and this equipment would result in unsafe conditions.

3. DESIGN CRITERIA

The 3.1 mile long roadway is designed to have a 24ft gravel road surface within a 66ft ROW. (See Figure 2) Due to some steep areas, the cut and fill slopes will daylight outside of the 66ft ROW in some areas of the project. These areas are shown in Figure 3.

The road grades vary from 0.5% to 8% max. The clearing width for the roadway varies from 30ft to 100ft, with cut/fill slope ratios of 2:1 and 3:1, respectively.



PLAN VIEW
SCALE: 1"=2000'

CULVERT DATA	
1	40 L.F. 18" CORRUGATED METAL PIPE
2	40 L.F. 18" CORRUGATED METAL PIPE
3	40 L.F. 18" CORRUGATED METAL PIPE
4	60 L.F. 8" CORRUGATED METAL PIPE
5	40 L.F. 24" CORRUGATED METAL PIPE
6	40 L.F. 18" CORRUGATED METAL PIPE
7	40 L.F. 18" CORRUGATED METAL PIPE

PROJECT NO. 8071011	DRAWN BY: SLB
DATE: 04/04/08	DESIGNED BY: WES
SHEET NO.:	CHECKED BY: WES

FIGURE 1
FOR
ALTON COAL DEVELOPMENT
COUNTY ROAD REALIGNMENT
ALTON, UT

BOSS ENGINEERING & SURVEYING

1909 W. STATE ST., SUITE 200, PLEASANT GROVE, UT 84062, (801) 763-8467 FAX (801) 763-8472

REVISIONS			
NO.	DESCRIPTION	DATE	BY

Corrugated Metal Pipe (CMP) will be used for drainage structures at all wash areas and low spots within the project limits as shown in Figure 3.

The proposed roadway surface consists of 1-inch Type II Road Base gravel as recommended by the Kane County Standards. Approximately 9,000 cubic yards of gravel will be needed to meet the 6 inch minimum thickness required by the county. The top 3 inches of the road surface will be treated with calcium chloride to control dust.

Detailed drawings, including plan and profile sheets, along with construction and materials specifications are included in Appendix A.

4. CONSTRUCTION OF ROW FACILITY

The construction of this roadway will commence immediately after approval is granted by the Utah Division of Oil, Gas & Mining to begin mining. Construction of the roadway would disturb approximately 27 acres of land, including approximately 25 acres for the roadway construction right-of-way, 2 acres of temporary use areas (TUA), equipment storage site, and topsoil stockpile areas.

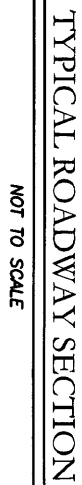
Construction duration for the roadway is estimated to take place within 3-4 months. The approval for the mine is expected to be provided within the next seven months. The BLM land authorization is requested for 10 years or longer.

The roadway will be constructed in conformance with the Kane County Standards and Specifications, FHWA requirements and in accordance with the ASHHTO guidelines on constructing and maintaining gravel roadways.

4.1 Flagging & Staking of ROW

Prior to construction of the roadway, a licensed surveyor will stake the centerline and ROW limits. Construction staking will include the staking of the cut and fill areas as well as the clearing limits. Contractor will be responsible for verifying that the limits of authorized construction work areas are staked prior to construction.

Pre-construction surveys and literature review were conducted to identify sensitive resources along the project route. Resources identified include: archeological sites and areas of potential geologic instability. All efforts have been made to avoid archeological areas as much as possible. Mitigation for sensitive areas that cannot be avoided is addressed in the environmental compliance plans.



PROJECT NO: 8071011	DRAWN BY: SLB
DATE: 04/04/08	DESIGNED BY: WES
SHEET NO:	CHECKED BY: WES

4.2 Clearing and Grading of the ROW

Construction equipment will include trucks, loaders, various sized dozers, shovels and backhoes, graders, generators, and compaction machines. Most of the equipment to be used during ROW restoration will consist of dozers, blades, and backhoes.

The existing topsoil in the proposed roadway area is approximately 8 inches deep. The total volume of topsoil that will be removed is approximately 10,000 cubic yards. This topsoil will be removed and stockpiled within the limits of the proposed 66ft ROW. (See Figure 3)

The topsoil will later be used for reclamation when the roadway is abandoned.

Woody vegetation (trees, stumps, and brush) will be disposed of by hauling the material to a nearby landfill and/or making it available to the public for use as fire wood.

4.3 Earthwork

The roadway base will be made of suitable native material re-compacted to 95% maximum dry density. The roadway surface will be made of 6 inch gravel that will be obtained from an authorized mineral material site or pit. The contractor will obtain necessary permits and certification for the mineral material source if needed.

The unsuitable materials (i.e. oversize rocks, weak soils) will be spread alongside the roadway within the undisturbed areas of the 66ft ROW as shown in Figure 3.

Silt fences will be built to alleviate and/or control erosion and water pollution from disturbed soils.

4.4 Stabilization, Rehabilitation & Revegetation

Cleanup and restoration of the surface along the right-of-way and any TUAs will be performed by removing any construction debris and by performing final grading to the finished contour. Steps will be taken to minimize erosion, restore the natural ground contour, and account for road settling. Restoration seeding will be performed in accordance with BLM requirements.

5. OPERATION AND MAINTENANCE OF THE FACILITY

Due to the fact that this is a county roadway, the county is responsible for operation and maintenance of the roadway post construction. Alton Coal will assist the county in maintaining the roadway if needed.

Hauling equipment and materials will be done in accordance with Utah state requirements. Existing road and the ROW will be used for access. Existing road that will be used in

conjunction with the ROW will be periodically maintained during construction. Maintenance will include blading throughout the construction period to keep road level and not rutted. Roadways will be maintained and kept open for public access throughout construction as prescribed by the respective authorizing agencies.

Alton Coal will be responsible for noxious weed control on project disturbed areas, temporary use right-of-way, and temporary use areas. Alton Coal will consult with the BLM Authorized Officer or field representative and local weed districts for acceptable weed control management techniques within the limits imposed in the grant stipulations.

6. TERMINATION AND ABANDONMENT

Prior to termination of the BLM Right-of-Way Grant, or any portion thereof, Alton Coal will contact the Authorized Officer to arrange for a pre-termination meeting and joint inspection of the right-of-way. This meeting and inspection will take place a minimum of 30 days prior to termination. The meeting and inspection will be held so that an agreement on an acceptable termination and rehabilitation plan can be reached. This plan will include, but not be limited to, abandonment and/or removal of facilities, drainage structures and/or surface material, re-contouring, replacing of topsoil, seeding, and monitoring. The Authorized Officer must approve the plan in writing. Alton Coal will relinquish all, or those specified portions, of the right-of-way in accordance with the termination plan.

7. MISCELLANEOUS INFORMATION

7.1 Waste Disposal

Alton Coals Construction Inspectors will ensure that the Contractor implements the following waste disposal measures:

- No littering will be allowed on the right-of-way. Construction and operations sites will be maintained in a sanitary condition at all times and waste materials at these sites will be disposed of promptly at an appropriate waste disposal site. Waste is defined as all discarded matter including, but not limited to, human waste, discarded food, trash, garbage, refuse, oil drums, petroleum products, and equipment.
- The Contractor will dispose of excess or unsuitable materials at commercial disposal sites, commercial recycling centers, and disposal sites approved by BLM.
- The Contractor will comply with the hazardous waste disposal requirements of BLM.
- Human wastes, temporarily located within self contained facilities (portable toilets), will be removed from the right-of-way and disposed of in accordance with applicable laws and regulations.

7.2 Safety Plan

Alton Coal and the Contractor will develop an Emergency Plan that will be followed by Alton Coal employees and the contractor in the event of an emergency at any roadway facility associated with this project. A Construction & Operations Emergency Plan will be written to be used during and after construction.

The Emergency Plan will address topics such as administrative issues, emergency planning, assignment of responsibilities, handling and evaluating emergency calls, responding to and controlling emergency situations, news media communications, restoration of service, obtaining and reporting emergency information, employee training, liaison with public officials, general public information program, location/inventory of roadway repair materials and equipment, and lists of emergency telephone numbers and key personnel.

This Emergency Plan will be updated and maintained in conformance with applicable DOT and State of Utah requirements.

7.3 Fire Prevention Plan

Construction Inspectors will ensure that the Contractor implements the following fire preventive measures:

- A closure order will be in effect for all areas under construction. All recreation activities, including hiking, camping, hunting, birding, horseback riding, etc, will be prohibited within the construction right-of-way. Alton Coal or the Contractor will post and sign the boundaries of the areas under construction in accordance with BLM specifications.
- No burning of brush or debris, and no campfires, lunch fires, or warming fires will be allowed on the right-of-way in accordance with the BLM fire restrictions.
- The Contractor will comply with any agency fire restrictions (e.g., welding, torch cutting, blasting).
- The Contractor will control fugitive dust in accordance with any applicable county, state, or federal permit requirements.

7.4 Temporary Use Permit (TUP)

In addition to the construction of the roadway and the 66 foot wide right-of-way, Alton Coal has identified temporary workspace areas where additional construction area width would be required for safe and efficient construction at road crossings, water body crossings, timber and boulder storage areas, steep sideslopes, at the bases or tops of steep ascent/descent areas, and at truck turnaround areas. The locations and sizes of the temporary workspaces identified by Alton Coal are depicted in the alignment sheets. Additional TUA will disturb approximately 4 acres.

Plan of Development
Kanab County Rd 136 Reroute
Alton, Utah

Project # 8071121
4/9/2008
Rev 0.0

Appendix A

Plan & Profile Sheets
Detail Sheets